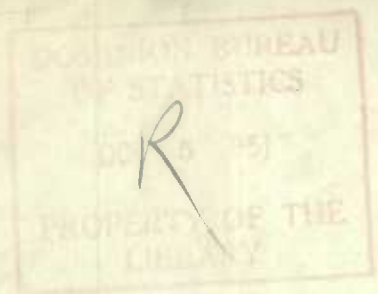


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GOVERNMENT OF CANADA

PRELIMINARY REPORT  
ON  
STATISTICS OF STEAM RAILWAYS  
1950



Printed on Recycled Paper

**DOMINION BUREAU OF STATISTICS**  
**DEPARTMENT OF TRADE AND COMMERCE**

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Minister of Trade and Commerce

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Prepared in the Transportation Section,  
Public Finance and Transportation Division,  
Dominion Bureau of Statistics, Ottawa

PRELIMINARY REPORT

ON STATISTICS OF

STEAM RAILWAYS

1 9 5 0

Canadian railways earned a new record of \$958,985,751 during 1950 for an increase of \$64,588,487 or 7.2 p.c. over the previous peak of \$894,397,264 attained in 1949. This maximum was attained despite a unique nation-wide nine-day strike from August 22nd to August 30th inclusive, which was terminated by legislative action introduced in a special session of Parliament. Wage increases and a forty-hour five-day work week were granted employees with the five-day week effective June 1, 1951. By order of the Board of Transport Commissioners, Order 74034, a 16 p.c. increase in freight rates was accorded to the railways on March 25, 1950, and increased to 20 p.c. by Order 74512 dated June 16, 1950. An interim 8 p.c. increase had been conceded on October 11th of 1949. Compared with operating revenues of \$429,142,659 in 1940, the current record was two and a quarter times that ten years earlier. The entry of Newfoundland, plus greatly enhanced national production in the interim along with substantially higher rates, contributed to the spectacular advance in rail revenues. Class 1 railways in the United States reported a gain of 10.4 p.c. in 1950 operating revenues over the 1949 total which had been adversely affected by coal and steel strikes. With the addition of earnings on United States lines of the Canadian National Railways, total Canadian rail revenues approached a whopping \$1,034,000,000. Expenses of operation were held to a minor increase, and while a new record at \$833,726,562, were up only \$2,270,116 or 0.3 p.c. over the previous peak of \$831,456,446 attained in 1949. Net operating revenues were consequently nearly double the preceding year, rising from \$62,940,818 to \$125,259,189. Railway tax accruals advanced to \$52,276,513 from \$18,160,556 in 1949 for a boost of 77.8 p.c., and were higher than the war years 1945, 1941 or 1940. Federal income and excess profit taxes rose from \$2,835,028 to \$15,298,928 on the strength of a more prosperous year while municipal taxes, climbing steadily, reached \$9,457,787, up from \$8,513,096 in 1949 and compare with \$5,143,659 in 1940. The percentage of net railway operating revenues going to taxes during 1950 was 25.8 p.c. against 28.9 p.c. in 1949 and 15.5 p.c. in 1940. Debits for hire of equipment and joint facilities rents eased \$1,564,000 to \$12,657,673 as faster car interchange was achieved. Freight cars in service at year end decreased 2,017 to 175,197.

Operating income for 1950 was an encouraging \$80,525,005, representing an increase of \$49,766,185 or 162.9 p.c. over the preceding year at \$30,558,818, and indicated that the industry as a whole had garnered more than sufficient to meet all interest and other firm commitments. The year's total was the best since 1945 at \$102,529,046. Non-operating income, mainly dividends and earnings from subsidiaries, totalled \$46,790,017, up \$7,157,613 from the \$59,632,404 reported for 1949. Interest payments during 1950 on funded and unfunded debt were lighter by \$828,578 at \$65,859,459 and compare very favourably with \$79,786,267, the interest bill for 1940. Wartime prosperity and lower interest rates on refunded issues afforded the railways the opportunity to substantially reduce their annual interest burden from pre-war levels. Railway capital in stocks and funded debt, however, has been raised from \$3,580,055,172 in 1940 to \$3,475,808,510 in 1950. Capital expenditures for new equipment and road improvements have been substantial over the past three years. The miscellaneous "all other" non-operating expense item was lower in 1950



at \$12,897,689 against \$15,948,905 in 1949, a drop of \$5,051,216. Total non-operating expenses were thus down nearly \$5,879,800 to \$78,757,148.

The net corporate income of the industry for 1950 was \$48,357,872 compared with a loss of \$12,445,720 in 1949, a deficiency of \$2,295,737 in 1948 and a credit of \$18,149,697 in 1947. This was the best showing of any year since 1945 when the net corporate income for all Canadian railways was \$51,941,093 and compares with the wartime peak of \$84,062,527 attained in 1943. In 1940 net corporate income was only \$3,759,598. The Canadian National lines in Canada with an interest burden of \$45,808,583 (and carrying the Newfoundland and Temiscouata) had a minor corporate deficit of \$3,245,458 against \$42,478,912 in 1949 and \$33,816,939 in 1948. For the Newfoundland district the year's deficit in net operating revenues alone was \$2,849,271.

The trend of net corporate income for all railways is illustrated by the following:

1939:	-	\$27,298,993
1940:	+	3,759,598
1941:	+	40,403,934
1942:	+	73,288,955
1943:	+	84,062,527
1944:	+	61,691,665
1945:	+	51,941,093
1946:	+	13,212,314
1947:	+	18,149,697
1948:	-	2,295,737
1949:	-	12,445,720
1950:	+	48,357,872

During the year segments of United States lines operated in Canada showed credits of \$6,269,179 and debits of \$1,623,295 or a net corporate income of \$4,645,884 compared with \$2,546,985 in 1949. The United States lines of the Canadian National System had a corporate deficit of \$91,621 against only \$334 in 1949 and one of \$21,857 for 1948.

Single track mileage operated at the end of the year was unchanged at 42,978 miles. Partly due to the rail strike, both revenue freight and passenger train mileages were reduced from 1949 levels with freight down 0.3 p.c., and the latter 4.2 p.c.

Revenue freight tonnage carried during the year, excluding duplications, increased 1.1 p.c. from 142,719,431 to 144,218,319 tons but ton miles eased 1.4 p.c., with average length of haul declining from a revised 394.7 miles in 1949 to about 385.1 miles in 1950 or by 2.5 p.c. Passenger traffic continued the steady decline from the high wartime levels and 31,139,092 fares were reported for 1950, off 10.7 p.c. or 3,744,711 from the 1949 total. The August strike abetted the decrease, coming at a time of normally heavy tourist traffic. Passenger mileage dropped 11.8 p.c., with average journey little changed at 97 miles. The sizeable advance of 14 p.c. in passenger automobile registrations over 1949 as well as increased motor bus and airline competition affected railway travel volume. There is currently one passenger motor car for every 7 persons in Canada and sufficient motorized transport to lift the entire population at one time. The ratio of loaded freight car miles to empty mileage improved from 2.223 to 1 in 1949 to 2.309. Operating performance during the year was adversely affected by serious floods in various sections which necessitated heavy repair and maintenance expenditures. Western winter temperatures were much below normal lows. Icing, snow and rock slides occurred in British Columbia. A shortage of American coal in the first ten weeks of the year curtailed passenger train services in the East.

Table 3 presents a classification of railway employees and their earnings by divisions and shows a total of 190,585 on the payroll, including some express, communications and outside operations personnel. This compares with 192,566 in 1949 for a decrease of 1,981. Payroll data showed the effect of the nine-day strike. Total salaries and wages at \$523,008,515 were down \$444,860 from 1949. The strike cost employees probably \$9,300,000 in lost earnings for the idle period. Average annual earnings, however, covering all classes from water boy to president increased from \$2,721 in 1949 to \$2,747 in 1950. The average for 1940 having been \$1,581, an increase of about 74 p.c. is indicated.

The number of employees is the average based on counts made each month, and represents approximately the number of full-time positions and not merely the count of all persons whose names appeared on the payrolls during the year. Thus, an employee working only half a year is counted as half an employee. Total payroll, however, is the total money paid, including retroactive pay, but is exclusive of commissions paid to some express and telegraph employees. It does not include the value of meals, accommodation, uniforms and other supplies, services and pass privileges extended to employees. The express facilities of the Canadian Pacific Railway Company are separately incorporated and employees are not included with railway employees.

Average yearly wages paid in each class appearing in Table 3 were calculated by dividing total wages paid for the class by the average of the counts of employees made monthly. For classes which fluctuate considerably, counts were made by the larger lines two or four times each month. The daily or hourly averages were computed by dividing the total wages for the group by total time worked, and consequently are true weighted averages. Rates were calculated to the nearest cent, while annual earnings were to the nearest dollar.

Average earnings of the general and miscellaneous group improved from \$2,865 in 1949 to \$2,926, up 2.1 p.c., while the number employed declined 239 to 26,596. Maintenance of way and structures employees earned an average of \$2,254 compared with \$2,224 one year earlier, and employees numbered 39,175, down 346 from 1949. Average hours worked declined from 2,480 to 2,453 and average hourly earnings were up from 89 to 91 cents, heavily weighted by labourers' rates, which class represented 46.8 p.c. of the total hourly-rated employees in this group.

Employees engaged in maintenance of equipment earned an average of \$2,612 against \$2,615 in 1949 while numbers declined from 47,192 to 46,857, but average hourly rates were up 2 cents to \$1.11. Transportation division employees averaged \$3,223 compared with \$3,191 in 1949, and working hours eased from 2,419 to an average of 2,405 hours. Hourly rates were up from \$1.35 to \$1.37. Employees numbered 58,560 in this group compared with 59,564 in 1949. Increases were shown in the number of express and communication department employees while outside operations declined. Average earnings for the last two classes were up over 1949. Female employees dropped 542 in number during the year to average 9,758. Total payroll charged to operating expenses was \$477,249,669 compared with \$475,340,736 one year earlier, to represent 91.5 p.c. of total payroll and over 57 p.c. of total operating expenses. Daily rated pullman, bridge and tunnel company employees received small wage increases over 1949.

The safety performance of the railways during the year was marred by a troop train collision in British Columbia on November 21st, which accounted largely for the increase in passengers killed. There were 18 passenger fatalities during 1950 against only 1 in 1949 and 15 in 1948. Employee deaths numbered 54 compared with 52 in the preceding year and 76 one year earlier. Injured passengers totalled 262 versus 268 in 1949 while employees reported were 2,244, a continued improvement over the 2,418 suffering injuries in train movements during 1949, and 2,906 in 1948 when mileage operated was less. Non-train accidents took the lives of 13 employees and 5 others compared with 19 and 8 respectively in 1949, and 23 and 10 in 1948.

The number injured in non-train accidents was substantially reduced from 6,609 in 1949 to 6,051, whereas the 1948 total had been 7,315. Safety programs are paying dividends as illustrated by the reduction in time lost by employees through injuries. A total of 225,795 days were lost during 1950 against 245,155 days in 1949 and 259,057 days in 1948. Average time lost due to injuries was thus 1.19 days per employee compared to 1.27 days in 1949, 1.56 in 1948 and 1.43 days in 1947.

Accidents at railway-highway crossings took 141 lives during 1950, little changed from 140 in 1949, 141 in 1948 and 151 in 1947. Motorists constituted the bulk of the victims. Motor vehicle registrations in Canada rose 13.5 p.c. over 1949 so that, while the carnage continues, some relative betterment per competitive vehicle is indicated. Unprotected crossings again set the scene for most fatalities - nearly 79 p.c. In addition, 478 persons were seriously injured at crossings compared with 490 in 1949 and 501 in 1948. Highway crossings numbered 52,755, of which 3,292 were protected.



TABLE 1

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1950

No.	Name of Railway	Total Operating Revenue	Total Operating Expenses	Net Operating Revenue	Railway Tax Accruals	Hire of Equipment and Rent of Joint Facilities
		\$	\$	\$	\$	\$
1.	Algoma Central and Hudson Bay	7,721,733	6,654,438	1,067,295	321,611	Cr. 137,584
2.	Alma and Jonquieres	305,048	190,297	114,751	33,468	37,652
3.	British Yukon	813,085	567,325	245,760	39,512	-
4.	Canada Gulf and Terminal	350,697	257,662	93,035	3,539	31,640
5.	Canada Southern (Lessee N.Y.C.)	28,828,944	19,079,060	9,749,884	2,228,089	3,508,274
5A	Canada Southern (Lessor)	-	-	-	37,611	-
6.	Canadian National	478,872,047	436,022,347	42,849,700	7,659,261	3,051,535
7.	Canadian Pacific	378,576,688	323,711,953	54,864,735	17,226,607	Cr. 382,229
8.	Central Vermont	126,132	121,739	4,393	1,618	5,018
9.	Chesapeake & Ohio (Pere Marquette Dist.)	12,090,324	5,684,780	6,405,544	1,866,776	1,383,728
10.	Cumberland	227,882	285,509	Dr. 57,627	3,516	6,309
11.	Essex Terminal	736,580	468,569	268,011	107,859	29,960
12.	Great Northern	1,372,552	1,642,274	Dr. 269,722	199,241	Cr. 87,251
13.	Greater Winnipeg Water District	209,082	216,457	Dr. 7,375	-	6,230
14.	Hudson Bay	1,843,406	1,707,160	136,246	12,718	365,861
15.	Maine Central	19,298	19,431	Dr. 133	Cr. 352	Cr. 3
16.	Maritime Coal, Railway and Power	118,671	83,959	34,712	8,082	20,747
17.	Midland Railway of Manitoba	648,389	806,072	Dr. 157,683	56,337	165,194
18.	Morrissey, Fernie and Michel	87,238	80,504	6,734	1,679	-
19.	Napierville Junction	1,130,465	773,983	356,482	79,786	199,265
20.	Northern Alberta	7,378,469	6,231,047	1,147,422	112,322	1,105,519
21.	Ontario Northland	11,414,514	9,478,633	1,935,881	12,068	42,623
22.	Ottawa and New York	246,024	400,696	Dr. 154,672	36,194	41,071
23.	Pacific Great Eastern	2,004,354	2,422,055	Dr. 417,701	12,056	103,644
24.	Quebec Railway, Light and Power	965,246	810,923	154,323	20,788	34,411
25.	Roberval and Saguenay	2,587,213	865,020	1,722,193	546,139	96,725
26.	St. Lawrence and Adirondack	1,184,067	1,268,906	Dr. 84,839	36,042	248,968
27.	Sydney and Louisburg	2,665,637	1,989,269	676,368	122,827	392,708
28.	Thousand Islands	58,455	57,958	497	649	-
29.	Toronto, Hamilton and Buffalo	5,151,663	2,990,769	2,160,894	859,751	Cr. 87,622
30.	Toronto Terminals	865,794	1,857,383	Dr. 991,589	217,580	Cr. 7
31.	Wabash (in Canada)	10,386,054	6,980,384	3,405,670	413,139	2,475,287
32.	Total 1950	958,985,751	833,728,562	125,259,189	† 32,276,515	12,657,673
33.	Total 1949	894,397,264	831,456,446	62,940,818	† 18,160,336	14,221,664
34.	Canadian National (Canada & U.S.)	553,831,581	493,997,079	59,834,502	11,944,611	7,445,561

† Amounts do not include taxes on the Lake Erie and Detroit River Railway Company amounting to \$42,577 in 1950, and \$46,711 in 1949, which are classified as "Pents for Leased Roads" of the Chesapeake and Ohio Railway (Pere Marquette District) and are included in "All other Non-operating Expenses".

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1950

No.	Net Operating Income	Non-Operating Income	Gross Corporate Income	Interest on Funded and Unfunded Debt	All Other Non-Operating Expenses	Total Non-Operating Expenses	Net Corporate Income
	\$	\$	\$	\$	\$	\$	\$
1.	883,268	64,951	948,219	546,647	123,419	670,066	278,153
2.	43,631	3,517	47,148	-	-	-	47,148
3.	206,248	-	206,248	111,222	54,744	165,966	40,282
4.	57,856	4,849	62,705	20,000	9,938	29,938	32,767
5.	4,013,521	216,039	4,229,560	4,104	1,913,155	1,917,259	2,312,301
5A	Dr. 37,611	2,114,023	2,076,412	1,461,750	2,433	1,464,183	612,229
6.	32,138,904	*14,879,836	47,018,740	45,808,583	4,455,615	50,264,198	Dr. 3,245,458
7.	38,020,357	26,091,572	64,111,929	10,858,421	5,386,497	16,244,918	47,867,011
8.	Dr. 2,243	37,918	35,675	35,016	659	35,675	-
9.	3,155,040	24,399	3,179,439	125,618	47,296	172,914	3,006,525
10.	Dr. 67,452	-	Dr. 67,452	-	-	-	Dr. 67,452
11.	130,192	22,121	152,313	13,800	-	13,800	138,513
12.	Dr. 381,712	143,908	Dr. 237,804	130,561	199,881	330,442	Dr. 568,246
13.	Dr. 13,605	-	Dr. 13,605	-	-	-	Dr. 13,605
14.	Dr. 242,333	602	Dr. 241,731	-	-	-	Dr. 241,731
15.	222	-	222	-	-	-	222
16.	5,883	6,826	12,709	-	-	-	12,709
17.	Dr. 379,214	31,241	Dr. 347,973	-	55,777	55,777	Dr. 403,750
18.	5,055	9	5,064	-	3,400	3,400	1,664
19.	77,431	123,042	200,473	16	130,652	130,668	69,805
20.	Dr. 70,419	58,769	Dr. 11,650	-	150	150	Dr. 11,800
21.	1,881,190	62,106	1,943,296	293,226	202	293,428	1,649,868
22.	Dr. 231,937	4,167	Dr. 227,770	28	1,057	1,085	Dr. 228,855
23.	Dr. 533,401	23,197	Dr. 510,204	4,931,152	20,748	4,951,900	Dr. 5,462,104
24.	99,124	7,241	106,365	-	-	-	106,365
25.	1,079,329	9,617	1,088,946	85,258	101	85,359	1,003,587
26.	Dr. 369,849	7,390	Dr. 362,459	49,063	10,322	59,985	Dr. 422,444
27.	160,833	-	160,833	-	-	-	160,833
28.	Dr. 152	564	412	-	-	-	412
29.	1,388,765	283,435	1,672,200	89,494	237,907	327,401	1,344,799
30.	Dr. 1,209,162	2,565,641	1,356,479	1,295,500	60,979	1,356,479	-
31.	517,244	3,037	520,281	-	182,157	182,157	338,124
32.	80,325,003	46,790,017	127,115,020	65,859,459	12,897,689	78,757,148	48,357,872
33.	30,558,818	39,632,404	70,191,222	66,688,037	15,948,905	82,636,942	Dr. 12,445,720
34.	40,444,330	6,860,679	47,305,009	45,994,282	4,647,799	50,642,088	Dr. 3,337,079

§ Includes \$21,658,849 interest on Government Loans of \$723,075,533.

\* Includes net operating results-United States Lines.

TABLE 2

TRAIN MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1950

No.	Name of Railway	Miles of Road Operated		Mileage of Revenue Freight Trains	Mileage of Revenue Passenger Trains	Total Revenue Train Mileage	Mileage of Non-Revenue Trains
		At Dec. 31	Average during Year				
1.	Algoma Central and Hudson Bay	320.8	321.8	713,774	102,863	816,637	39,173
2.	Alma and Jonquieres	10.6	13.6	22,583	-	22,583	-
3.	British Yukon	90.3	90.3	49,736	5,614	55,350	1,417
4.	Canada and Gulf Terminal	36.2	36.2	19,218	48,960	68,178	-
5.	Canada Southern (Lessee N.Y.C.)	369.7	370.1	1,467,262	1,360,374	2,827,636	41,439
6.	Canadian National	22,317.9	22,516.1	40,751,841	20,646,422	61,398,263	1,571,474
7.	Canadian Pacific	16,596.5	17,018.6	33,426,482	19,601,491	53,027,973	814,710
8.	Central Vermont	25.3	25.3	11,004	18,792	29,796	46
9.	Chesapeake & Ohio (Pere Marquette Dist.)	198.8	318.9	943,623	-	943,623	4,776
10.	Cumberland	31.3	31.3	28,906	-	28,906	-
11.	Essex Terminal	21.3	21.3	23,555	-	23,555	-
12.	Great Northern	140.8	147.8	67,050	87,017	154,067	5,276
13.	Greater Winnipeg Water District	92.0	92.0	49,459	-	49,459	-
14.	Hudson Bay	510.1	510.1	302,372	4,080	306,452	22,470
14A	International Bridge and Terminal	1.1	-	-	-	-	-
15.	Maine Central	5.1	5.1	3,303	-	3,303	38
16.	Maritime Coal, Railway and Power	12.2	12.0	13,380	1,164	14,544	-
17.	Midland Railway of Manitoba	5.7	75.5	45,140	84,170	129,310	-
18.	Morrissey, Fernie and Michel	4.8	4.8	6,844	5,866	12,710	-
19.	Napierville Junction	27.1	41.7	42,530	91,333	133,863	1,172
20.	Northern Alberta	923.0	927.9	766,882	385,659	1,152,541	38,325
21.	Ontario Northland	573.7	573.7	939,945	559,801	1,499,746	31,114
22.	Ottawa and New York	57.3	58.0	35,778	31,704	67,482	154
23.	Pacific Great Eastern	351.5	349.5	231,460	68,285	299,745	30,218
24.	Quebec Railway, Light and Power	25.7	25.0	31,972	331,757	363,729	646
25.	Roberval and Saguenay	29.0	29.0	115,757	-	115,757	124
26.	St. Lawrence and Adirondack	46.5	60.9	71,591	107,620	179,211	1,480
27.	Sydney and Louisburg	70.6	70.6	124,267	35,848	160,115	-
28.	Thousand Islands	4.5	4.5	4,860	14,280	19,140	-
29.	Toronto, Hamilton and Buffalo	103.6	111.0	146,448	151,064	297,512	6,250
30.	Toronto Terminal	3.2	3.2	-	-	-	-
30A	Van Buren Bridge	0.3	-	-	-	-	-
31.	Wabash (in Canada)	-	245.4	940,126	-	940,126	-
32.	Total 1950	42,978.4	44,111.2	81,397,148	43,744,164	125,141,312	2,610,302
33.	Total 1949	42,978.7	44,005.6	81,648,053	45,680,009	127,328,062	2,519,889
34.	Canadian National (Canada and U.S.)	23,936.0	24,188.4	45,458,577	22,387,001	67,845,578	1,660,668

† Track operated under trackage rights excluded.



TONS AND PASSENGERS CARRIED AND CAR MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1950.

	Revenue Freight		Revenue Passengers		Freight Car Miles (Revenue and Non-Revenue)				Total Passenger Train Car Miles
	Tons Carried	Tons Carried One Mile	Number Carried	Passengers Carried One Mile	Freight Loaded	Freight Empty	Caboose	Total	
1.	3,120,131	359,989,773	47,768	4,023,411	8,617,976	5,349,285	669,769	1/ 15,279,963	547,491
2.	393,466	4,228,477	21	231	139,760	130,537	-	270,297	6,281
3.	51,975	4,671,191	16,603	1,472,008	375,348	224,219	407	599,974	116,613
4.	196,279	5,634,509	37,564	891,262	337,139	133,801	19,218	490,158	108,090
5.	9,043,395	1,317,445,553	903,637	141,857,292	60,892,396	32,795,562	1,565,461	95,253,419	16,707,917
6.	66,560,958	27,744,278,000	15,652,118	1,307,014,000	1,076,319,162	449,653,262	41,993,169	1,567,965,593	191,361,536
7.	53,915,746	22,987,890,000	10,541,492	1,242,279,000	844,844,599	372,504,083	35,774,783	1,253,123,465	170,636,627
8.	286,539	6,789,300	20,612	469,960	276,861	132,113	11,004	419,978	54,000
9.	4,665,040	815,594,475	-	-	30,082,657	12,600,128	953,422	43,636,207	15,032
10.	579,187	3,222,931	535	9,386	51,870	51,870	6,531	110,371	22,445
11.	1,195,600	5,978,000	-	-	266,910	208,355	19,400	494,665	-
12.	662,131	21,843,162	196,812	6,547,270	818,591	580,813	66,075	1,465,479	524,238
13.	310,042	-	9,002	542,698	-	-	-	-	21,010
14.	302,725	143,418,165	21,247	5,494,111	4,249,193	3,460,186	330,338	8,039,717	1,017,269
14A	-	-	-	-	-	-	-	-	-
15.	207,502	1,058,260	-	-	32,076	28,187	3,318	63,581	-
16.	131,657	1,374,676	3,003	19,504	45,176	34,678	-	79,854	1,164
17.	190,907	12,943,017	51,987	3,070,700	629,117	393,439	19,176	1,041,732	569,756
18.	278,792	1,348,353	161,600	782,144	29,839	29,839	-	59,678	23,464
19.	2,170,573	58,510,238	232,948	9,290,050	1,442,245	1,020,232	43,346	2,505,823	807,460
20.	1,248,601	324,243,964	137,668	14,881,631	14,315,653	6,165,356	713,583	21,194,592	2,967,879
21.	2,533,078	519,728,306	274,279	34,060,020	19,547,525	9,943,158	925,317	30,416,000	4,216,199
22.	200,513	8,392,298	17,457	493,230	256,904	276,124	35,839	568,866	98,261
23.	266,193	53,644,544	40,954	2,669,736	2,278,758	1,151,793	185,506	3,616,057	655,762
24.	464,314	10,041,732	2,026,862	20,068,999	366,264	269,668	32,395	668,327	654,563
25.	2,784,238	54,070,651	87	1,740	1,039,376	947,194	72,162	2,958,732	11,390
26.	956,039	31,752,118	355,778	6,551,926	1,052,320	1,063,027	73,106	2,188,453	491,018
27.	4,171,500	54,211,521	8,069	157,184	1,274,698	1,266,900	95,167	2,638,675	133,810
28.	2/	144,739	3,642	16,425	10,630	4,495	-	15,125	14,280
29.	3,630,566	136,056,237	377,347	13,490,315	3,882,624	1,883,089	144,626	5,910,339	970,460
30.	-	-	-	-	-	-	-	-	-
30A	-	-	-	-	-	-	-	-	-
31.	5,841,244	849,396,049	2/	2/	36,625,922	11,645,607	917,448	49,188,977	45,840
32.	1/ 144,218,319	55,537,900,239	31,139,092	2,816,154,232	2,110,101,499	913,947,000	84,670,565	3,109,361,997	392,800,555
33.	3/ 142,719,431	56,338,230,997	34,883,803	3,193,174,337	2,084,159,124	937,760,223	85,002,279	3,197,776,486	407,421,229
34.	81,364,655	31,988,269,548	16,819,857	1,407,724,037	1,226,527,761	531,072,795	45,543,687	4/ 1,806,771,673	206,864,381

1/ Includes 642,933 miles in non-revenue Service-undistributed.

2/ Included in Canadian National Report.

3/ Excludes duplications.

4/ Includes 3,627,430 miles in work service-undistributed.

TABLE 3

## EMPLOYEES AND THEIR COMPENSATION FOR THE YEAR ENDED DECEMBER 31, 1950

No.	Division	Average Number of Employees (1)	Total Hours on Duty (D - Days)	Total Salaries and Wages	Average Hours Worked (D - Days)	Average Salaries & Wages	
						Per Hour (D - Days)	Per Year
<u>GENERAL AND MISCELLANEOUS</u>							
1.	Executives, General Officers and Assistants	593	D 181,575	5,557,182	D 306	D 30.50	9,338
2.	Division Officers	1,141	D 367,338	5,928,609	D 322	D 16.14	5,196
3.	Assistant Engineers and Draftsmen	856	D 264,108	2,922,478	D 309	D 11.07	3,414
4.	Other Miscellaneous Officials	1,441	D 436,003	6,248,317	D 303	D 14.33	4,336
5.	Clerks	19,331	D 5,877,486	50,947,950	D 304	D 8.57	2,636
6.	Telephone Switchboard Operators	251	D 72,602	511,349	D 289	D 7.04	2,037
7.	Office Boys, Messengers, Attendants & Miscellaneous Trade Workers	1,856	D 544,177	3,535,418	D 293	D 6.50	1,905
8.	Janitors and Cleaners	1,127	D 333,909	2,198,266	D 296	D 6.58	1,951
	Total ..... (Daily basis)	26,596	D 8,077,198	77,829,569	D 304	D 9.64	2,926
<u>MAINTENANCE OF WAY AND STRUCTURES</u>							
9.	Bridge and Building Department Foremen	576	D 177,517	1,736,186	D 308	D 9.78	3,014
10.	Carpenters and Bridgemen	2,585	6,157,661	6,574,603	2,382	1.07	2,543
11.	Blacksmiths, Pipe Fitters, Plumbers, Tinsmiths & Pump Repairers	433	1,064,904	1,293,342	2,459	1.21	2,987
12.	Masons, Bricklayers, Plasterers and Painters	446	1,046,578	1,151,728	2,347	1.10	2,582
13.	Helpers, E. and B. Department	462	1,084,281	1,046,806	2,347	0.97	2,266
14.	Apprentices, E. and B. Department	-	-	-	-	-	-
15.	File Driver, Ditching, Hoist and Steam Shovel Employees	808	2,249,996	2,609,653	2,785	1.16	3,230
16.	Pumpmen	356	956,365	936,575	2,694	0.98	2,638
17.	Extra Gang and Snow Plough Foremen	464	1,191,334	1,498,821	2,568	1.26	3,230
18.	Signal Foremen	63	D 19,796	273,557	D 314	D 13.82	4,342
19.	Section Foremen	6,050	15,473,064	16,429,616	2,558	1.06	2,716
20.	Sectionmen	18,035	43,268,203	38,909,295	2,399	0.90	2,157
21.	Labourers	8,032	19,814,558	13,276,935	2,467	0.67	1,653
22.	Foremen, Linemen	38	D 12,912	142,406	D 340	D 11.03	3,748
23.	Telegraph and Telephone, Linemen and Groundmen	79	167,593	207,448	2,121	1.24	2,626
24.	Signal and Interlocker Maintainers and Repairmen	749	1,950,216	2,218,426	2,604	1.14	2,962
	Total ..... (Daily basis)	677	D 210,225	2,152,149	D 311	D 10.24	3,179
	(Hourly basis)	38,498	94,424,753	86,153,248	2,453	0.91	2,238
	Total	39,175	-	88,305,397	-	-	2,254
<u>MAINTENANCE OF EQUIPMENT</u>							
25.	General Foremen	107	D 33,585	459,536	D 314	D 13.68	4,295
26.	Department and Gang Foremen	2,721	D 858,479	9,934,569	D 316	D 11.57	3,651
27.	Blacksmiths	734	1,614,506	2,049,497	2,200	1.27	2,792
28.	Boilermakers	1,483	3,335,301	4,269,747	2,249	1.28	2,879
29.	Carmen (A)	2,884	6,245,014	8,079,966	2,165	1.29	2,802
30.	Carmen (B)	608	1,322,489	1,689,202	2,175	1.28	2,778
31.	Carmen (C)	7,576	17,873,862	21,607,300	2,359	1.21	2,852
32.	Carmen (D)	209	441,820	542,555	2,114	1.23	2,596
33.	Electrical Workers	1,253	2,942,431	3,676,925	2,348	1.25	2,934
34.	Machinists	5,440	12,193,464	15,508,724	2,241	1.27	2,851
35.	Moulders	133	284,477	368,290	2,139	1.29	2,769
36.	Pipe Fitters and Sheet Metal Workers	1,493	3,248,271	4,197,453	2,176	1.29	2,811
37.	Helpers to Mechanics	9,578	21,919,899	22,865,997	2,289	1.04	2,387
38.	Helpers Apprentices	29	68,469	67,605	2,361	0.99	2,331
39.	Regular Apprentices	1,885	3,973,392	3,630,860	2,108	0.91	1,926



40.	Car Cleaners	1,968		4,886,047	4,398,767	2,483	0.90	2,235
41.	Other Unskilled Employees	4,679		11,378,926	10,429,068	2,432	0.92	2,229
42.	Unclassified Labourers	3,242		8,172,533	6,332,102	2,212	0.88	1,953
43.	Stationary Engineers, Firemen and Oilers	835		2,148,377	2,297,867	2,573	1.07	2,752
	Total ..... (Daily basis)	2,828	D	892,064	10,394,105	D 315	D 11.65	3,675
	(Hourly basis)	44,029		101,049,268	112,011,925	2,295	1.11	2,544
	Total	46,857		-	122,406,030	-	-	2,612
<b>TRANSPORTATION</b>								
44.	Inspectors and Sergeants of Police	222	D	68,345	802,660	D 308	D 11.74	3,616
45.	Constables and Policemen	730	D	231,171	2,168,019	D 317	D 9.38	2,970
46.	Storekeepers	272	D	84,206	882,995	D 310	D 10.48	3,246
47.	Storemen	2,194		4,923,118	4,805,690	2,244	0.98	2,190
48.	Train Despatchers and Traffic Supervisors	641		1,592,818	2,897,046	2,485	1.82	4,520
49.	Supervisory Agents and Assistants	577		1,441,041	2,026,318	2,497	1.41	3,512
50.	Stations Agents Non-telegraphers (small station)	141		337,671	292,297	2,395	0.87	2,073
51.	Station Agents, Telegraphers and Telephoners	5,918		15,000,785	18,191,451	2,535	1.21	3,074
52.	Signalmen (non-telegraphers) at Interlockers	224		567,671	615,910	2,534	1.08	2,750
53.	Foremen in Freight Sheds	576		1,367,192	1,628,081	2,374	1.19	2,827
54.	Freight Handlers and other Station Employees	7,122		15,683,214	15,493,972	2,202	0.99	2,176
55.	Labourers	1,084		2,546,288	2,289,666	2,349	0.90	2,112
56.	Dining Car and Restaurant Inspectors, Conductors & Stewards	337	D	111,499	1,079,967	D 331	D 9.69	3,205
57.	Dining Car and Restaurant Helpers & Attendants	2,131	D	662,938	4,594,473	D 311	D 6.93	2,156
58.	News Agents	194	D	56,747	357,094	D 293	D 6.29	1,841
59.	Floating Equipment Employees	1,216		3,254,469	2,956,010	2,676	0.91	2,431
60.	Sleeping and Parlour Car Inspectors and Conductors	236	D	78,555	750,228	D 333	D 9.67	3,221
61.	Sleeping and Parlour Car Porters	1,300	D	430,359	3,009,186	D 331	D 6.99	3,315
62.	Drawbridge Operators	99		247,676	276,215	2,502	1.12	2,790
63.	Signalmen or Watchmen at Crossings, non-interlocked	533		1,378,125	1,189,374	2,586	0.86	2,231
64.	Yardmasters and Assistants	701	D	215,799	2,794,459	D 308	D 12.95	3,986
65.	Switch Tenders	397	D	130,266	1,100,412	D 328	D 8.45	2,772
66.	Hostlers	656	D	223,930	2,053,615	D 342	D 9.17	3,135
67.	Road Passenger Conductors	835		1,985,561	3,838,470	2,378	1.93	4,597
68.	Road Freight Conductors	2,617		7,166,906	12,171,986	2,739	1.70	4,651
69.	Road Passenger Brakemen, Baggage-men and Flagmen	1,937		4,362,558	6,889,831	2,252	1.58	3,567
70.	Road Freight Brakemen and Flagmen	6,486		14,488,770	20,969,636	2,234	1.45	3,233
71.	Yard Conductors and Yard Foremen	1,750		4,962,176	6,869,973	2,836	1.38	3,920
72.	Yard Brakemen and Helpers	4,299		10,264,991	13,066,328	2,388	1.27	3,039
73.	Road Passenger Engineers and Motormen	1,064		2,210,833	5,634,035	2,078	2.55	5,295
74.	Road Freight Engineers and Motormen	3,616		8,924,473	16,391,215	2,468	1.84	4,533
75.	Yard Engineers and Motormen	1,662		4,936,382	6,904,324	2,970	1.40	4,154
76.	Road Passenger Firemen and Helpers	1,062		2,136,840	4,662,597	2,012	2.18	4,390
77.	Road Freight Firemen and Helpers	4,003		8,889,538	13,491,411	2,221	1.52	3,370
78.	Yard Firemen and Helpers	1,729		4,893,165	5,620,138	2,830	1.15	3,251
	Total ..... (Daily basis)	7,175	D	2,293,915	19,603,108	D 320	D 8.55	2,732
	(Hourly basis)	51,385		123,562,261	169,161,964	2,405	1.37	3,292
	Total	58,560		-	188,765,072	-	-	3,223
79.	Express Department	4,880	D	1,546,388	13,087,217	D 317	D 8.46	2,682
80.	Communication Department	8,184		19,316,157	19,724,390	2,360	1.02	2,410
81.	Employees Engaged in Outside Operations	6,133		14,915,139	12,890,840	2,432	0.86	2,102
	GRAND TOTAL .... (Daily basis)	42,156	D	13,019,790	123,066,148	D 309	D 9.45	2,919
	(Hourly basis)	148,229		363,267,578	399,942,367	2,383	1.13	2,698
	Total - 1950 (2)	190,385		-	523,008,515	-	-	2,747
82.	Total number of Female Employees (monthly Average)	9,758		-	-	-	-	-
83.	Total pay roll charged to operating expenses	-		-	477,249,669	-	-	-
84.	Pullman, Bridge and Tunnel Companies (Daily basis)	139	D	50,628	496,063	D 364	D 9.80	3,569
	(Hourly basis)	79		225,741	247,252	2,857	1.10	3,130
	Total	218		-	743,315	-	-	3,410

(1) Average of counts made each month.

(2) Includes \$7,896,184 for employees domiciled outside of Canada.



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